

Dan Leavitt

From: Mehdi Morshed
Sent: Wednesday, December 21, 2005 10:49 AM
To: Dan Leavitt
Subject: FW: High Speed Rail for Pacheco Pass.

From: Anthony.Dominguez@pro.sccgov.org [mailto:Anthony.Dominguez@pro.sccgov.org]
Sent: Tuesday, December 20, 2005 12:41 PM
To: Sylvia Gregory
Cc: seboland@gmail.com; board@bayrailalliance.org; diridon@mti.sjsu.edu; Mehdi Morshed; mrroadshow@mercurynews.com
Subject: Re: High Speed Rail for Pacheco Pass.

Sylvia Gregory,
 Thank you for the response to my email. But as you've probably already guessed, I am in total disagreement over your support of an Altamont alignment for the proposed High Speed Rail system (HSR).

Environmental issues- Let's be real here...an environmental argument can probably be made for every alignment of the proposed HSR. Whether it's wetlands, marshes, parks, trees, endangered butterflies, etc. something or someone will be affected by the system. Do we tunnel under or near a park (FYI, Henry Coe won't be impacted) or destroy marshlands with a new bay rail bridge? I guess it all depends on what side of the argument you're on.

Altamont "Zigzag"- Yes, trains do use this right of way already (freight and ACE), but that in itself does not make it the ideal alignment. Trains entering the Bay Area from Southern California would have to go north to around Manteca/Tracy, head southwest through Livermore/Union City, before crossing the Bay (on a new, expensive \$ bridge) and heading north to San Francisco. San Jose, with this alignment, would be relegated to a mere spur line of the HSR. The Altamont "Zig Zag" is awkward, inefficient and leaves a large portion of Santa Clara County out of HSR service.

Valley Population- I feel for Bay Area workers who've felt they needed to move to the Central Valley to enjoy a better lifestyle; this is a "two hour" choice that they've made. But we shouldn't have to subsidize that lifestyle by offering them High Speed commuter service. The purpose of the proposed HSR is to provide alternative transportation between Southern and Northern California (not commuter service!), and the Pacheco Pass alignment best serves this purpose by providing direct southern access through San Jose/Santa Clara County and on to the rest of the Bay Area. The ACE train could (or should) be upgraded for commuters travelling between the Central Valley and Bay Area.

San Jose (as the 3rd largest city in the state) and Santa Clara County (with 1.7 million residents) deserves mainline HSR access to Southern California and the Central Valley. San Jose/Santa Clara County also needs an alternative to Hwy. 152 and airports for travel to Southern California. To that end, the Pacheco Pass alignment remains the superior Bay Area/Central Valley alignment for the proposed HSR. Thank you again for your time.

Anthony Dominguez, San Jose.

12/28/2005